

DROPPED CASH IN SUGAR.

WALL STREET'S PER CENT DIVIDEND TIP WAS ALL WRONG.

News of the actual 1% per cent dividend comes by way of Boston from a meeting of the directors of the American Sugar Refining Company, 1 East Fifty-sixth street, early yesterday afternoon. The company's directors declared a quarterly dividend of 1% per cent, which is the same as the rate declared for the previous quarter. Hearing that Secretary H. H. H. said:

"Out of courtesy to President Havemeyer, who was kindly indisposed, the directors agreed to meet at his house."

The pointer that there was to be an increase in the dividend rate had been industriously circulated and when the news reached the New York Stock Exchange there was a very sharp break in the price of Sugar Refining stock. It had sold as high as 125 1/2 early in the day, but below a par with the market, and it fell to 122 1/2, with the closing sale made at 122 1/2, a net loss of 3 1/2 points. The total sales were 110,000 shares.

The first definite news that there had been a change in the dividend rate was received by the market from the Boston office of the American Sugar Refining Company. A meeting of the directors was held on Monday with a view to securing a readjustment of the dividend rate. The directors were divided, but the majority was in favor of a 1% per cent dividend, which is the same as the rate declared for the previous quarter.

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SAYS SHE WAS RUN DOWN FOR APPEAL.

Woman Accused of Murder in Court on Charge of Assault.

Mrs. Lillian Carter of 1214 Forty-sixth street was held for the Grand Jury by Magistrate Bristol in the Butler street police court, Brooklyn, yesterday on the charge of assault in the second degree. Miss Carter, who is 26 years of age, was arrested on the charge of assault on Mrs. G. H. Carter, her husband, on Oct. 27, when Mrs. Carter and Sam Smith, a broker, ran their car into Mrs. Carter's car. Mrs. Carter was injured and was taken to the hospital. Mrs. Carter was held for the Grand Jury on the charge of assault in the second degree. She was released on \$10,000 bail.

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Northern Pacific Railway Company.

Four Per Cent. Gold Mortgage Bonds, St. Paul-Duluth Division.

Principal payable December 1, 1906. Interest June 1st and December 1st. Both payable in gold coin of the United States of the present standard of weight and fineness, and without deduction, from either principal or interest, of any tax or taxes which said Company may be lawfully required to pay or retain therefrom by any present or future laws of the United States or any of the States therein.

Coupon bonds of \$1,000 each, exchangeable for registered bonds without coupons.

We offer for sale \$9,215,000 of the above-described bonds at par and interest. The bonds are now ready for delivery.

For particulars as to the property and mortgage security, reference is invited to the accompanying letter of Mr. C. S. Mallen, President of the Northern Pacific Railway Company. Copies of the mortgage and any further information desired may be had upon application at our office.

We recommend these bonds as an investment of undoubted character.

J. P. MORGAN & CO.
OFFICE OF THE NORTHERN PACIFIC RAILWAY COMPANY.

St. Paul, October 21st, 1900.

Dear Sir: Referring to the Northern Pacific Railway Company's St. Paul-Duluth Division Mortgage, dated June 15, 1900, to secure an issue limited to \$20,000,000 of 4 per cent. gold bonds, I beg to state as follows:

The railroad covered by the mortgage comprises what was formerly the St. Paul & Duluth Railroad and branches, together with leases of the Minneapolis & Duluth and Minneapolis & St. Louis Railroads, extending between St. Paul, Minneapolis and Duluth, comprising about 238.09 miles of productive railroad, besides the valuable terminals at the head of Lake Superior.

The St. Paul-Duluth Division is secured by a purchase money mortgage upon the property above mentioned, subject only to existing bonds and car-trust obligations aggregating \$5,253,000 per value, to retire which a corresponding amount of the new bonds is reserved. The bonds are DIRECT OBLIGATIONS OF THE NORTHERN PACIFIC RAILWAY COMPANY and secured by a first lien upon the mortgaged premises subject only to the existing bonds and car-trust obligations above mentioned.

The total amount of bonds authorized to be issued is \$20,000,000. Out of which there has been issued in payment for St. Paul and Duluth Railroad property, rights, and franchises, including the liquidation of all unfunded obligations, and including funds placed in trust for the retirement of the outstanding preferred and common stocks and scrip, \$1,785,000.00.

Balance \$18,215,000.00. The balance is reserved for the following purposes, viz: For retirement at maturity of the outstanding obligation of the St. Paul and Duluth Railroad of \$1,785,000.00. For improvements to existing property \$50,000.00. For extensions and additional branches, terminal properties, and to double-track existing lines \$8,000,000.00.

The lands included in the Land Grant of the St. Paul & Duluth Railroad Company, estimated to be worth \$4,000,000, and which were not covered by the old mortgages of that company, are to be sold and the proceeds applied to the new St. Paul-Duluth Division bonds. The lands are to be sold and the proceeds applied to the new St. Paul-Duluth Division bonds.

It is hardly necessary to refer to the large surplus of earnings of the Northern Pacific Railway Company over all fixed charges, which will be applicable to the payment of interest on these bonds, but for convenience of reference the following statement of the earnings and expenses of the Company for the fiscal year ending June 30, 1900, is appended:

Operating expenses were \$14,994,628.31. Less taxes \$15,630,660.49. Leaving \$14,779,099.32. Add dividend, interest on securities owned, and interest on deposits \$68,821.30. Total \$14,847,920.62.

Interest on bonds \$5,584,800.00. Rental of leased lines \$112,851.96. Surplus over all fixed charges \$9,253,117.70.

No charges have been made to Capital Account other than for additional equipment, the construction of branch lines and purchases of real estate, all expenditures for improvements having been made out of the year's income.

The foregoing statement does not include the operations of the St. Paul and Duluth Railroad. By the acquisition of this property the Northern Pacific Railway Company's system has been strengthened by the addition of 238.09 miles of productive railroad. The Company becomes sole owner of valuable terminals at the head of Lake Superior in advance of it had only a joint interest, and is relieved of the risk of having to share a partner whose interest should become adverse or competitive, could not be made to share the benefits of the property.

The absorption of this property has resulted in large economies and justifies the belief that the purchase will prove of great value to the system. A contract has been made with the Chicago, Milwaukee and St. Paul Railway Company for the use of the St. Paul and Duluth line between St. Paul and the head of Lake Superior, for ninety-nine years from October 1, 1900, which gives the business of that Company to said line exclusively.

Overtures have been received from other companies, looking to a similar use of the line. Yours truly, C. S. MALLIN, President.

FINANCIAL AND COMMERCIAL.

TUESDAY, Dec. 4.

The reactionary tendency in the general market that has been apparent in the last few days, reflecting abating interest by actual buyers of securities, was given increased impetus today by a sensational break in Sugar Refining common. The decline in that stock completely overshadowed any of the other market movements, and an extreme decline of nearly a point in its price turned the course of the entire list downward.

The general speculation was more distinctly professional than for a long time past. The sharp break in Sugar Refining was the result of acute disappointment on the part of the trading element over the failure of the management of the company to declare a dividend. In excess of the amount of the last quarterly dividend, 1 1/2 per cent, for at least two months past rumors that an extra dividend in some form would be paid have been current, and recently the Street had worked itself into a virtual conviction that it was simply a question of the extent of the extra or increased dividend that would be declared.

This belief had partly grown out of the reports that the American Sugar Refining Company had been doing a fairly large and very remunerative business, following an exceptionally prosperous summer and autumn season, and for this reason reports of shading of prices by the company and other refining interests have not been taken seriously. It is only fair to say that the management of the American Company has not encouraged the expectation of an extra dividend and that the Street has only had to pay the penalty of its own credulity.

The fact that the dividend of 1 1/2 per cent on the common, making 6 1/2 per cent, paid on that stock for the year, was declared at a meeting held at the residence of the executive head of the company added to the demoralization following the announcement of the financial community was caught entirely unprepared for the blow. The stock contributed about one-fifth of the aggregate decline, and at a slight rally from the lowest figure it closed 1/2 per cent below yesterday's final price. The news of the declaration of the dividend followed by free selling of the general list by the professional dealers, but the effect, except in Sugar Refining, was not so pronounced as had been expected.

Outside of the sugar episode there were few developments directly bearing upon the general market. London prices for American securities showed small fractional declines from yesterday's closing figures here, and dealers at that centre said in this market through the foreign arbitrage houses about 30,000 shares on balance. The money market failed to show a recurrence of yesterday's flurry, although call rates were steady at an average of about 5 per cent, which is about the time figure.

There is no scarcity of loanable funds, although the shipments of money to the interior, chiefly to the South, continue upon a scale altogether unusual at this season of the year. The transfers of money through the local Sub-Treasury to-day amounted to \$400,000, all of which was forwarded to New Orleans, incidental to the movement of the cotton crop. The money shipped to the interior to finance the crops has, owing to the resumption of the general business activity, been largely absorbed since the general business activity at the large interior financial centres, and the United States Government is now taxed to the utmost of its resources by the demand from the country for currency.

On this account no appreciable relaxation of money rates is looked for until after the holidays. Meanwhile the unusually large corporate disbursements at the beginning of the month for interest and dividends have not yet been returned to the banks, and the continued drain on the stock of gold of the Bank of England is suggesting to some financiers the probability of this centre being again called upon by Europe for financial accommodation.

The movement of prices in the foreign exchange market was irregular, reflecting in some degree the effect of liquidation in certain ports, while early declines were in other sections of the market followed by a disposition toward a higher level. Outside of Sugar Refining interest centred in the railroad stocks, and the dealings in them were fairly well distributed, following the general market, but responsible for an extreme decline of over 2 points in Brooklyn Rapid Transit, and the stock left off at nearly the lowest figure. Realization of profits was apparent in Atchafalaya issues, and the Granger group generally was unfavorably affected by selling for the account, to the extent of 1 1/2 per cent, in Chicago, Burlington and Quincy.

The course of that stock indicated disappointment over the last monthly statement of earnings, while the decline in Atchafalaya common was partly attributable to the belief that the management will postpone the payment of a dividend on the stock until next midsummer. St. Paul sympathized with the reactionary tendency to the extent of a point, notwithstanding the publication of the earnings for the fourth week of November, showing an increase in gross of 20 per cent. Peoria Gas, on the other hand, declined 1 1/2 per cent, chiefly on selling for Chicago account. The greatest interest in the usually active railway list was in Southern Pacific common, Italian Pacific common, Northern Pacific and Pennsylvania Railroad. Of these, the two last mentioned sustained only fractional net losses.

After early weakness the iron and steel stocks, with the exception of Tennessee Coal and Iron, displayed a rallying tendency, on fairly large dealings. This was not considered surprising in view of the fact that brokers who have recently been large borrowers of American Steel and Wire, Federal Steel and of this group yesterday returned the greater part of the stocks. In the less active stocks St. Louis Southwestern preferred, Wabash, Erie first and second preferred, Texas and Pacific, Limited preferred, Colorado Fuel and other issues received attention at substantial advances in most cases, except in the last named, which sold off 1/2 per cent.

The railway bond market was active, although the dealings fell considerably below yesterday's total, and prices were more irregular than of late as a result of profit taking. The closing of the stock market was weak at not far from the lowest prices of the day, for the majority of the list.

New York Stock Exchange—Sales Dec. 4. UNITED STATES AND STATE BONDS (in \$1000s). U.S. 4s. 1907 116. U.S. 5s. 1908 113 1/2. U.S. 6s. 1910 113 1/2. U.S. 7s. 1913 113 1/2. U.S. 8s. 1916 113 1/2. U.S. 9s. 1919 113 1/2. U.S. 10s. 1922 113 1/2. U.S. 11s. 1925 113 1/2. U.S. 12s. 1928 113 1/2. U.S. 13s. 1931 113 1/2. U.S. 14s. 1934 113 1/2. U.S. 15s. 1937 113 1/2. U.S. 16s. 1940 113 1/2. U.S. 17s. 1943 113 1/2. U.S. 18s. 1946 113 1/2. U.S. 19s. 1949 113 1/2. U.S. 20s. 1952 113 1/2. U.S. 21s. 1955 113 1/2. U.S. 22s. 1958 113 1/2. U.S. 23s. 1961 113 1/2. U.S. 24s. 1964 113 1/2. U.S. 25s. 1967 113 1/2. U.S. 26s. 1970 113 1/2. U.S. 27s. 1973 113 1/2. U.S. 28s. 1976 113 1/2. U.S. 29s. 1979 113 1/2. U.S. 30s. 1982 113 1/2. U.S. 31s. 1985 113 1/2. U.S. 32s. 1988 113 1/2. U.S. 33s. 1991 113 1/2. U.S. 34s. 1994 113 1/2. U.S. 35s. 1997 113 1/2. U.S. 36s. 2000 113 1/2. U.S. 37s. 2003 113 1/2. U.S. 38s. 2006 113 1/2. U.S. 39s. 2009 113 1/2. U.S. 40s. 2012 113 1/2. U.S. 41s. 2015 113 1/2. 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